

# CHULA VISTA TRANSPORTATION & ROADWAY INFRASTRUCTURE PROGRAM (“TRIP”)



## Fact Sheet

### WHAT IS A DEVELOPMENT IMPACT FEE PROGRAM?

A Development Impact Fee (“DIF”) is a one-time charge on development imposed by local jurisdictions. It pays for new public infrastructure and capital facilities that are needed to provide municipal services (e.g. transportation, public safety, parks, libraries, etc.) to new residents and workers generated by development. It is authorized under the California Mitigation Fee Act (Government Code sections 66000-66008), also known as AB 1600.

### WHAT IS THE TRIP?

The TRIP is a transportation impact fee (a type of development impact fee) specifically meant to address the impacts of new residents and workers utilizing transportation-related infrastructure, such as roads, intersections, bridges, as well as facilities that serve transit, pedestrians and/or non-motorized vehicles (e.g., bike lanes or sidewalks, etc.). The fee is established such that new development and redevelopment projects will pay their “fair share” towards new and expanded transportation infrastructure and facilities that mitigate the impacts caused by this growth.

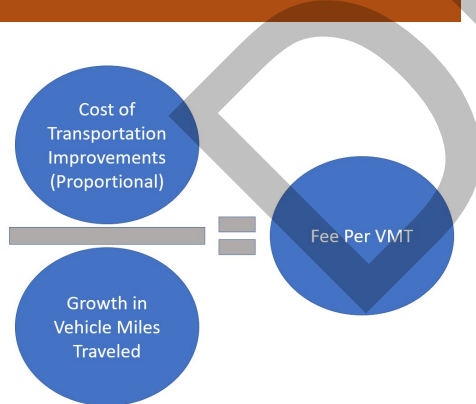
### WHO PAYS THE TRIP?

Impact fees are generally paid by builders and/or developers of private sector buildings (e.g., new or redeveloped office, retail, industrial and/or residential projects).

### HOW IS THE TRIP CALCULATED?

The maximum allowable fee is determined based on a detailed Nexus Study prepared per the requirements of the Mitigation Fee Act. The nexus, or relationship, is established between the impacts of new development and the need for new transportation infrastructure. Chula Vista has established a nexus based on Vehicle Miles Traveled (“VMT”). VMT is the number of vehicle trips multiplied by the distance of the trips and is a measure of roadway use. New development increases VMT and must be accommodated through roadway improvements such as intersection upgrades, bicycle facilities, and pedestrian facilities. Bicycle and pedestrian facilities help to reduce VMT by offering people an alternative to bike or walk for some of their shorter trips.

The maximum fee is calculated by determining the cost of new roadway improvements and dividing it by the VMT generated by anticipated development to arrive at the cost per VMT. See visual representation of this relationship on the left side of this fact sheet.



*Visual Representation how the TRIP is Calculated*

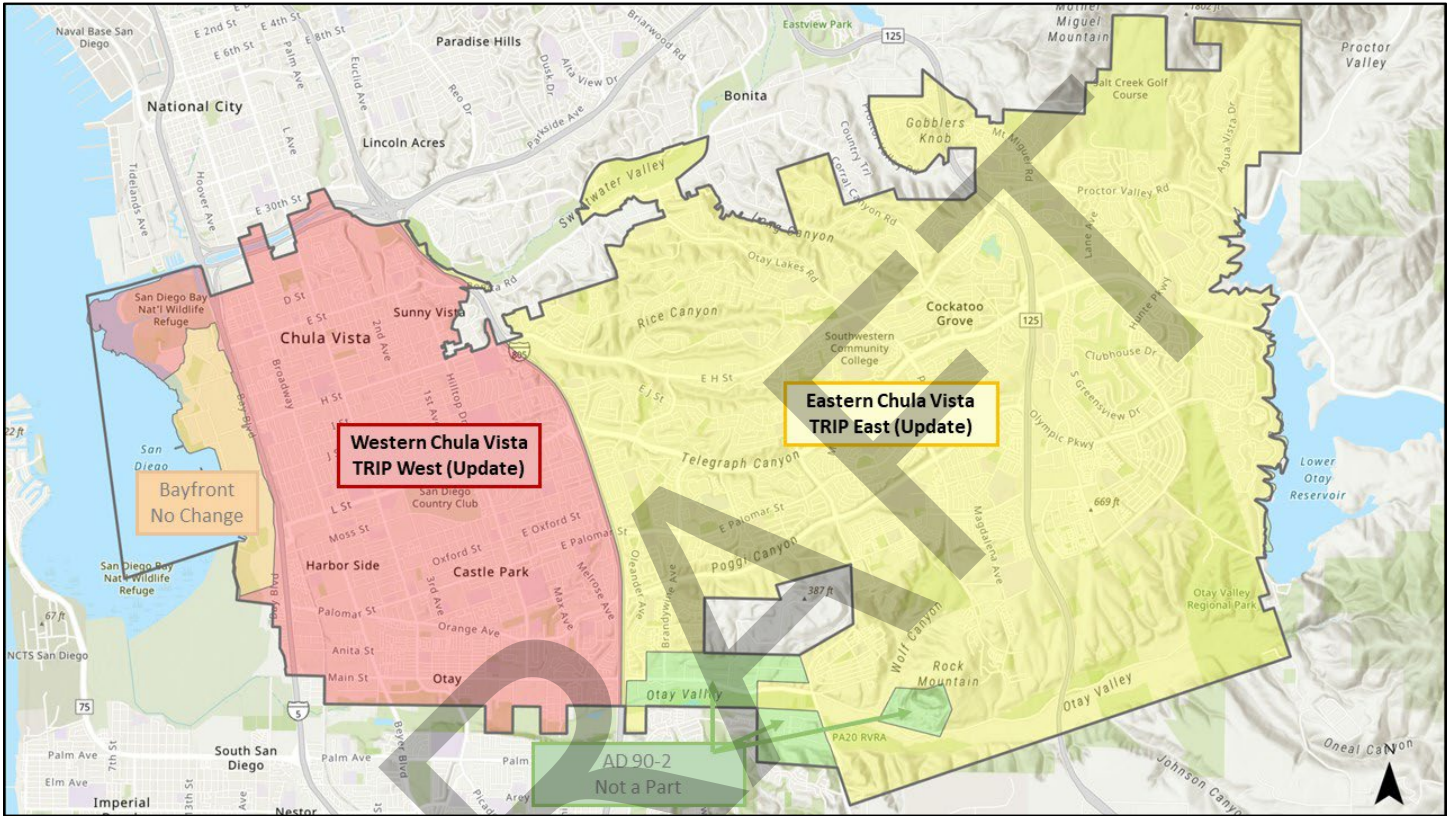
### TRIP WEST AND TRIP EAST

The TRIP fees vary based on benefit area for Chula Vista. Chula Vista has three benefit areas: Bayfront (“BFDIF” - which is not included in this update),

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Western Chula Vista (TRIP West), and Eastern Chula Vista (TRIP East). The benefit areas fairly allocate the cost of new infrastructure based on context.

Western Chula Vista is characterized primarily by redevelopment and improvements to existing roadways whereas Eastern Chula Vista is characterized by new development and construction of new roadways (or large-scale widening improvements). These conditions, together with the generally higher VMT per person and per employee on the eastern side of the City, help explain the relatively higher fees east of I-805.



**WHAT IS THE TRIP FEE?**

TRIP West					
Current Fee Program			Proposed TRIP West		
Current Fee: Fee/Daily Vehicular Trip	Typical Fee Per Average Single Family Home	Typical Fee For a 20,000 Square Foot Specialty Retail/Strip Commercial Center	Proposed Fee: Fee/2050 VMT <sup>1</sup>	Typical Fee Per Average Single Family Home	Typical Fee For a 20,000 Square Foot Specialty Retail/Strip Commercial Center
\$496.97	\$4,969.00	\$337,817.20	\$149.86*	\$5,585.29*	\$63,807.00*

<sup>1</sup> The Fee/VMT is calculated by multiplying the population and employment growth in the western area by the western area average VMT/resident and VMT/employee (for 2050 buildout conditions), respectively, to determine the VMT due development growth. The western area infrastructure cost is divided by the VMT to determine the Fee/VMT. The following steps are necessary to calculate the total fee for an individual project: (1) determine the 2050 VMT/resident or 2050 VMT/employee based on the project's location, (2) multiply the VMT/resident or VMT/employee by the project's projected number of residents or employees (per city provided standards on expected residents or employees) to determine the project's VMT, (3) multiply the Fee/VMT by the project's VMT to determine the total fee amount.

\* Fees are DRAFT and may change based on final land use or transportation infrastructure cost adjustments.

TRIP East					
Current Fee Program			Proposed TRIP East		
Current Fee: Fee/Daily Vehicular Trip	Typical Fee Per Average Single Family Home	Typical Fee For a 20,000 Square Foot Specialty Retail/Strip Commercial Center	Proposed Fee: Fee/2050 VMT <sup>1</sup>	Typical Fee Per Average Single Family Home	Typical Fee For a 20,000 Square Foot Specialty Retail/Strip Commercial Center
\$1,647.90	\$16,479.00	\$369,130.00	\$358.48*	\$20,159.90*	\$143,392.00*
<p><sup>1</sup> The Fee/VMT is calculated by multiplying the population and employment growth in the eastern area by the eastern area average VMT/resident and VMT/employee (for 2050 buildout conditions), respectively, to determine the VMT due development growth. The eastern area infrastructure cost is divided by the VMT to determine the Fee/VMT. The following steps are necessary to calculate the total fee for an individual project: (1) determine the 2050 VMT/resident or 2050 VMT/employee based on the project's location, (2) multiply the VMT/resident or VMT/employee by the project's projected number of residents or employees (per city provided standards on expected residents or employees) to determine the project's VMT, (3) multiply the Fee/VMT by the project's VMT to determine the total fee amount.</p> <p>NOTE: The pedestrian bridge development impact fees have been consolidated into TRIP East.</p> <p>* Fees are DRAFT and may change based on final land use or transportation infrastructure cost adjustments.</p>					

### HOW ARE THE FEES ASSESSED?

As of July 2022, per AB 602, newly-adopted impact fees levied on residential development must be calculated such that they are proportional to the square footage of the new units. This is a departure from the more common approach, where the fee is levied per residential unit, often differentiated by building type (e.g., single-family, multifamily/apartment, etc.).

The TRIP Fees are assessed based on development size defined by number of residents or employees. The number of residents is determined based on the type and size of residential units, based on US Census data and regional parcel data. For example, a 700 square foot apartment will have less residents than a 1,500 square foot single family home. For non-residential uses, the number of employees is determined based on the type of use and a standard estimate of the number of employees per square foot of that use. The number of residents or employees is used to calculate the project's total VMT for fee assessment purposes. Specifically, the TRIP for a given project is calculated as follows:

$$TRIP\ Fee = \text{Number of New Residents or Employees} \times VMT\ per\ Resident\ or\ Employee\ (from\ the\ SANDAG\ 2050\ regional\ model) \times Rate\ per\ VMT$$

If you have any questions regarding the TRIP Fees, please contact the Facilities Financing Division at [FF@chulavistaca.gov](mailto:FF@chulavistaca.gov).